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TEST DRIVE

First Drive

2019 Volvo S60

DAN LYONS | text and photos
Special to the Times Union

S60 is all new for 2019. This is the third generation of Volvo's luxury midsize sedan, a segment that it shares with the Audi A4, BMW 320i and the Mercedes-Benz C300, among others.

It's also the first Volvo to be built in the USA, at the company's new manufacturing facility in Charleston, South Carolina. Rolling on the company's Scalable Project Architecture platform, the latest version of the S60 is longer (4.9 inches), lower (1.8 inches) and slightly narrower (.7 inch) than the car that it replaces. There's less overhang in front (3.7 inches), more in back (4.9 inches) and the wheelbase has been stretched almost four inches (now 113.1 inches). S60 3.0 has lean, clean lines that look good coming and going.

The S60 lineup includes Momentum, Inscription and R-Design trim levels, along with a (very limited) run



2019 Volvo S60
MSRP: \$35,800 (T5), \$40,300 (T6 AWD), \$54,400 (T8 Twin PHV)

of Polestar Engineered models. Four different engine systems will be available. None are diesel; two are electrified. All are connected to an eight-speed automatic transmission.

The T5 turbocharged gas engine (offered with FWD) is a 2.0L turbocharged, four-cylinder, rated at 250 h.p. and 258 lb.-ft. of torque. T6 signifies that same 2.0L four, turbocharged and supercharged to the tune of 316 horsepower and 295 lb.-ft. of torque, with AWD. The T8 Twin engine (also AWD) matches the turbocharged, supercharged 2.0L gas four with a rear electric motor. The



THE 2019 VOLVO S60 is the Swedish maker's luxury midsize sedan. Engine options include Volvo's T5 turbocharged 2.0L four-cylinder (250 h.p.), the T6 2.0L (tweaked to 316 h.p.) and the T8 Twin 2.0L matched with an electric motor.

total driveline horsepower output for the plug-in hybrid is 400, with 472 lb.-ft. of torque. Finally, the Polestar Engineered T8 tweaks the twin-engine hybrid combination to 415 h.p and 494 lb.-ft. of torque. Volvo quotes 0 to 60 and (governed) top speed times as follows: T5 (6.2 seconds, 140 mph), T6 (5.3, 155), T8 Twin (4.4, 155) T8 Polestar (4.3, 155). Fuel economy is estimated to be as follows: T5 (24/36/28), T6 (21/32/25), T8 Twin (27/34/30, MPGe 72), T8 Polestar (27/34/30, MPGe 72).

Selectable drive modes (Comfort, Dynamic, Eco, Individual) each have different settings for throttle response, shift mapping, steering and brake response and stability control. The feature is standard on T6 and T8, optional on T5. T8 cars additionally have adjustable set-

tings for how the hybrid powertrain is utilized. Drivers can choose to accent economy, power, traction or leave the system in its default setting.

The car has a supple ride and handling will suit all but the hardest core few.

At the national product launch, I drove two S60 models — a T6 powered R-Design, and a T8 Polestar Engineered car. The Polestar cars focus on enhanced drivability. Special suspension tuning, beefier, Brembo brakes and model-specific, forged aluminum wheels are part of the package, along with the T8 engine — a hybrid tuned more

for muscle than mileage. The electric motor helps push the car off the line smartly, then turbo and supercharging keep the momentum building, as the car gathers speed. The

Continued on page 2

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